



QUESTIONS FOR CONNECTICUT AIRPORT AUTHORITY ADVISORY COMMITTEE NOMINEE

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BRADLEY AIRPORT DEVELOPMENT ZONE

[PA 10-98](#) created a development zone around Bradley International Airport and extends enterprise zone tax benefits to manufacturers and other specified businesses that develop or acquire property in the zone and create jobs. The zone encompasses specified areas in Windsor Locks, Suffield, East Granby, and Windsor.

CONNECTICUT AIRPORT AUTHORITY (CAA)

The Connecticut Airport Authority was established in 2011 ([PA 11-84](#)) to develop, improve, and operate Bradley International Airport and the state's five general aviation airports. It is a quasi-public agency governed by an 11-member board of directors. CAA is authorized to issue bonds, hire staff, and exercise other powers.

ADVISORY COMMITTEE TO THE CAA EXECUTIVE DIRECTOR

[PA 14-199](#) requires the CAA executive director to establish an advisory committee of up to six members to consult with him on business and other matters related to Bradley International Airport. The committee members must generally be residents of or represent businesses in the Bradley airport development zone, except that one member must be from western Massachusetts. Two of the committee members are appointed by Transportation Committee leadership (one by the chairs, jointly, and one by the ranking members, jointly). The committee members may attend CAA's public meetings and monthly managers' meetings.

QUESTIONS

General

1. The advisory committee is new. How do you envision the committee's role? What do you think its priorities should be? How can the committee help the executive director develop Bradley airport?
2. What has been your experience with Bradley airport? Are you a traveler, nearby resident, business representative, etc.? What concerns do you have about the airport? What skills and experiences do you have that can help the committee fulfill its role?
3. What do you think are the airport's strengths and weaknesses? What do you see as its opportunities?

Economic Development

1. Has Bradley spurred new development? What kinds of businesses have sprung up around the airport? How does Bradley stimulate development?
2. Does the Bradley airport development zone work? Has business development picked up after the zone's designation? Does the development complement the airport?
3. What types of businesses benefit the most from being located near airports? Do you think the airport could spur development without the airport development zone incentives, or are the incentives necessary to encourage such development?
4. Generally speaking, CAA is limited in the amount of staff time and money it can spend on economic development activities. For example, recent legislation transferred airport development zone administration to the Department of Economic and Community Development because the Federal Aviation Administration determined that CAA's administration of the program constituted an unlawful diversion of federal aviation funds. How do you think CAA can work within these constraints to spur economic growth around Bradley and throughout the state?

Bradley and Transit-Oriented Development

1. Airports, like seaports and bus and train stations, are facilities connecting travelers or goods to other means of transportation. What are the obstacles facing people and businesses going to and from Bradley?
2. Is noise a problem for residents and businesses near Bradley? If yes, what are the consequences of the noise and how can CAA mitigate the problem?

3. Bradley has recently worked with airlines to get daily flights to Los Angeles and Ireland. How are these new routes important to Bradley? What other routes should the airport seek? Is it important to have more international destinations?
4. Recent legislation has pushed to increase transit-oriented development. What development do you think is needed around Bradley? What role should CAA play in encouraging this development?
5. Connecticut is proceeding with plans to improve rail service between New Haven, Hartford, and Springfield. How will these plans affect Bradley and its development? What impact will it have on the use of the airport, and how should Bradley plan for this? What role should CAA have in helping coordinate service between the rail line and the airport? How can Bradley take advantage of the rail line to further its own goals?

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